

25 February 2005

**CORTE MADERA CREEK
CONSTRUCTION, GENERAL**

PROJECT LOCATION AND DESCRIPTION: Corte Madera Creek and its tributaries drain an area of 28 square miles in Marin County, California, and discharge into the west side of San Francisco Bay at a point about 9 miles north of the Golden Gate Bridge. The flood control project has been built in separate units.

TOTAL FUNDING:

TOTAL COST:	\$ 37,100,000
FEDERAL COST:	\$ 21,900,000
NON-FEDERAL COST:	\$ 15,200,000

TOTAL FEDERAL COST THROUGH FY05:	\$ 13,208,000
FISCAL YEAR 2006 BUDGET:	\$ 0
COST TO COMPLETE:	\$ 8,692,000

FY 05 ACCOMPLISHMENTS: FY2005 will see design for replacement of the temporary fish ladder in conjunction with the sponsor and stakeholder environmental agencies and local groups, and design for other elements of the project. Outreach to the community will continue to mature with robust use of the project web page and work with community-arranged design experts.

ISSUES AND OTHER INFORMATION: The 1966-authorized cost sharing and financing requirements apply as long as the originally authorized project remains the recommended project. NOAA considers Corte Madera Creek to have high potential for restoration of salmonid spawning; the Corps project's temporary fish ladder is the lowest of several barriers to salmonid passage. The Project Study Plan, approved Feb. 17, 1999, initiated the General Reevaluation Report and Supplemental Environmental Impact Statement/Environmental Impact Report to develop a concept plan based on the 1996 Marin Co. Board of Supervisors' Design Guidelines for a consensus plan. The Design Advisory Committee, including representatives from Ross, Kentfield, Corte Madera, and Larkspur, incorporated community input from several design workshops and an Alternative Screening Conference held in Sept. 1999. Public review of the Draft Alternative Screening Conference Report, Nov. 1999, at meetings in Ross, Kentfield, Corte Madera and Larkspur, helped Marin Co. identify the Locally Preferred Plan (less than 100-year capacity), which included a bypass culvert to divert high flows in the Town of Ross. FY02 Corps studies showed the project would not significantly affect the already poor survivability of historically significant Lagunitas Rd Bridge and the Town of Ross chose to seek highway funds for seismic survivability to replace the bridge. In 2003, Ross and Marin County endorsed channel improvements to allow design flows to pass through the town without the bypass channel.

CONGRESSIONAL INTEREST: 6th District, Rep. Lynn Woolsey

POINTS OF CONTACT: District Engineer, LTC Philip T. Feir (415) 977-8500 and Deputy District Engineer for Civil Works, Arijs Rakstins (415) 977-8702

DISTRICT: San Francisco